

La Florida

JARDIN CONCIERTO

Martes 27 de Enero de 1880.
GRAN CONCIERTO
Bajo la dirección del caballero
D. NICOLAS BASSI.
Entrada general, \$15
Niños a la edad de 10 años, \$8
Niños a la edad de 5 años, \$5
Manten-Balls commence on Saturday.

El Dorado

BAILES DE MASCARAS

Orquesta de 20 Profesionales, dirigida por el
Maestro BAZOLLE
Salon vallado según el último sistema.
Fino e alambra nueva.
Entrada para señores \$35. Señoras gratis.
e 183 118

BAZAR INGRES

C. R. Simons & Co.

189-FLORIDA-189
China Earthenware and Glass
A variety of Articles of General
Household Utility.
e 235 21

Virginia Tobacco

FOR SHEEP WASH

Extra strong Tobacco for curing
the Scab in Sheep
An inspection of our Samples is
invited before Purchasing
Elsewhere.
C. S. BOWERS & Co.
277-CALLE GANGLLO-277
e 57 15 12p

North American Ice

Chests

A fine assortment
MACE'S CELEBRATED
REFRIGERATORS
Of all sizes for family use, just
received by
C. S. BOWERS & Co.
277-CALLE GANGLLO-277
e 56 15 12p

FOR 1880

PUNCH'S ALMANACK \$5
WILLIAMS' ALMANACK \$12
ILL. LOND. NEWS, Christmas No. \$10
GRAPHIC, Dec. \$15
ILL. SPORT AND DRAM. N. No. \$15.
A limited number of copies of all the above
in the original "City of London Edition"
(printed on thick, slightly tinted paper), has
arrived, and is on sale now.
Libreria Europea
L. JACOBSEN & Co.
242-Florida-244.
N. C. JURGENSEN, 244 Calle 25 de Mayo
Agent in Montevideo
e 281 127

Catholic Education in

Ireland.

College of Our Lady of Mount
Carmel Terenure, Dublin.
This Establishment situated in a beautiful
and healthy suburb of Dublin, is conducted by
the Carmelite Sisters. Boys are prepared for
the Educational, Legal and Medical profes-
sions, for the Civil Service and Commercial
Life.
The course of Studies embraces the modern
languages as well as Latin and Greek, and
special attention is paid to every subject re-
quisite to complete a first class English Edu-
cation.
The terms are very moderate. The Rev.
Father, MacDonnell and Southwell, expect to
return to Ireland next month, and they will
be happy to take charge of students at this
College.
For further particulars apply at 328 Calle
Parque.
e 801 13 11

English Timber Yard.

JOHN TURNER & Co. beg to announce
to the Commercial and General Public that they
have established a Yard for the Sale of Fine
building materials etc. at No. 335 Calle
Mendoza, Boca del Rio, where a com-
plete assortment will always be kept on hand.
Having arranged with Mr. Edward Quay to
conduct the sale of landlubber posts which
come to this country, we are in a position
to retail all materials at wholesale prices,
with the guarantee of supplying posts to the
satisfaction of buyers.
Selling wire "varillas", torquillas,
lumber in general, tiles and all building ma-
terials are always in stock.
All kinds of cheap Wash.
The business will be conducted upon a strict
cash principle and by this means we confidently
expect to give good articles at lower prices
than any other house in the trade.
The yard is situated a few paces from the
terminus of the Boca train, which leave the
Central Station every hour.
335-Calle Pedro Mendoza-335
Boca del Riochile.
e 307 116

JAM TINS

MILK SAUCEPANS

Pots and Basins of Wrought and
enamelled Iron
Cookery and Household accessories
Small Machines and Presses for Mining
purposes
Whole Services and single Pieces
or
PORCELAIN
English Cookery
CRYSTALS AND CUTLERY
Moderate Prices.

Bazaar du Menage

119-CALLE RIVADAVIA-119

PON LO QUE DEN. Es la orden que
se da a un soldado para que se retire de
Campamento que se encuentra en la misma Re-
tención o de Retorno. Hay varias maneras
de dar, veras, cosas etc.
e 304 129

TO BE RENTED IN SAN PEDRO.

Has a long or a splendid Camp. For
further particulars apply to James B. O'Chan,
Montevideo 78.
e 308 131

A YOUNG GERMAN GIRL

recently
arrived from Europe, wishes an engage-
ment in an English or German family.
Teacher of children or to accompany an el-
derly lady. Apply R. 100 this office.
e 303 125

SITUATION wanted by a respectable

man as Cook or Housemaid, good recom-
mendations. Apply X Y Z this office.
e 202 123

WANTED a Cook willing to iron.

Apply at Calle de Cochabamba 621.
e 309 123



Royal Mail Steam Packet Company

Without touching in
Brazil.

The Company's steamer
GUADIANA,
2,504 Tons, 400 Horse-power,
Commander E. C. KEMP.
Will sail on the
7th of February,
FOR
ANTWERP DIRECT.

Calling at
MONTEVIDEO, ST. VINCENT,
LISBON, VIGO, SOUTH-
AMPTON.

The above steamer will carry 1st, 2nd, and
3rd class passengers at
MODERATE RATES.
Mails, Specie, Cargo and Parcels to all the
above ports and
THROUGH TICKETS
Are granted to Antwerp, Havre, Cherbourg and
principal ports in Spain and Portugal.
These steamers are provided with every
accommodation for carrying passengers, and
advantages are given to all classes.

RETURN TICKETS
Are granted to 1st class passengers with de-
duction of 25 per cent on passage money.
A considerable reduction is made in their
favor.
Persons wishing to bring out their friends
from Europe can arrange with the Company's
Agent on reasonable terms.
For further particulars apply to the Agent
HENRY A. GREEN,
Or to
HENRY L. GREEN, Broker,
175-Reconquista-175

LAMPART & HOLT'S LINE
Departures from Buenos Ayres.
ANTWERP & LIVERPOOL
(Via Southampton). 1 FEB.
(Leaving in the River Parana.)
ANTWERP & LIVERPOOL
(Via Southampton). 6 FEB.
BESELS, Hudson, 6 FEB.
ANTWERP & LIVERPOOL
(Via Southampton). 11 FEB.
HEVELUS, Markwell, 11 FEB.
(Carrying the Belgian Mails).
HAYRE, DIRECT.
Yaxley, 8 FEB.
ANTWERP & LIVERPOOL
TAMER, 11 FEB.
(Carrying the Belgian Mails).
ANTWERP.
VANDYCK, Tregarden, 21 FEB.
(Carrying the Belgian Mails).
ANTWERP & LIVERPOOL
(Via Southampton). 26 FEB.
EUCLID, A. Carr, 26 FEB.
ANTWERP
(Via Southampton).
HERSCHEL, H. Ferguson, 1 MARCH.
(Carrying the Belgian Mails).

The Steamer which leaves Buenos Ayres on
the 21st of each month takes Cargo and Pas-
sengers for New York, calling at Rio Janeiro
in which port cargo and passengers will be
transhipped to one of the Steamers of the
Company for the Port of destination.
First and Third-class Passages to Bra-
zil, Peru, New York, Havre, Antwerp, and
London in Great Britain, at reduced rates.
Tickets at reduced rates by steamers not
carrying mails, and reductions made in favor
of Families and Companies.
First class return-tickets, available for 12
months, at a reduction of one fourth.
Prepaid Passages issued at reduced rates to
those wishing to bring out friends.
These steamers carry surgeons and steward-
esses.
Specie and Parcels received at the broker's
office till noon on day of sailing.
Insurances effected if desired.
Edward Norton,
T. S. BOADLE,
Brokers,
Rocasin, Agents-JOHN THOMPSON & Co.

The Richest Assortment
Ever brought out to the
RIVER PLATE
or
VALENTINES
Including latest Novelties of COMICALS
and SEMI-COMICALS in an exhibition now
in the Show Room of
Libreria Europea
242-FLORIDA-244.
e 306 127

Cerveceria
E. BIECKERT
Para enter las fabricaciones, se previene a
los consumidores que los corchos de las bo-
tallas llevan la marca de la fábrica "Cervece-
ria E. Bieckert" quemada a fuego.
e 335 129

COUNTRIES
CONSOLIDATED OR COMPRESSED
TEA

DEPOT
At the Anglo-American Drug Warehouse of
A. EASTMAN & Co.
GENERAL AGENTS
9 & 11 Deodoro 9 & 11
e 309 127

J. B. GAHAN

General Broker and Commission Agent.

FOR SALE
The following highly-approved Specimens for
curing the Scab and in small or large quan-
tities. Pamphlets and samples will be forward-
ed on application.
1. Linck's extract of Tobacco (South Down
Sheep Wash)
2. Marwells
3. The Little Dip
4. The Glycerine Dip
5. Joy's Sheep Dip
6. The Compound Sulphurous Essence of
Tobacco.
7. Essencia de Tabaco Sulphureo.
The prices are those charged by manufac-
turers and importers.
No commission to purchasers.
Estadistas, Wire, Posts and Torniquetes for
Sale. Postes to Kent.
Cattle from the Provinces and Blood Stock
from Europe.
78-CALLE RECONQUISTA 78

The Standard.
Nil falsi autem nil veri non autem dicere.
Cicero.

TUESDAY, JANUARY 27, 1880.

Special Telegrams
Antwerp, Jan. 24.
Auction firm, prices main-
tained.
Tallow down.
Antwerp, Jan. 26
Schedt again open.
Sugar very sustained, dont
sell.

Associated Press
Telegrams
(Havas' Agency)
Rio, 26th.
Considerable increase in yellow
fever cases these last few days.
Last report of Medical Commis-
sioners says that the disease has
assumed an epidemic character, but
not to an exceptionally alarming ex-
tent. The authorities are taking
energetic measures to limit the
spreading of the disease.

THE
TAY BRIDGE CALAMITY

Though there is reason to believe
that the first estimate of the num-
ber of those who have lost their
lives by the terrible occurrence at
the Tay Bridge last night was
greatly exaggerated, the catastrophe
still remains one of the most appal-
ling of which there is any record.
The whole surroundings of the event
were calculated to heighten its tragic
horror. At the time a fierce hurri-
cane was blowing, and this was in-
tensified from time to time by squalls
of still greater fury. Heavy rain-
clouds swept over the sky, while
from the gaps between them the
moon shone with almost lurid brilli-
ance.

Three hours after the catastrophe
had happened it was almost a dead
calm on the Tay, and in the course
of the night, it was possible for
steamers to go out to the scene of
the disaster. At the moment the
accident occurred there were prob-
ably only one or two persons who
saw anything of it. A short dis-
tance from the south end of the
bridge, at a point where the line
from Newport joins the main line,
there stands a signal cabin, from
which the crossing of the bridge by
trains was made known. In this sig-
nal-box—glad of the comfort and
shelter which it afforded on so wild
a night—there were yesterday even-
ing the signalman, Thomas Barclay,
and a surface-man, named John
Watt. An hour before a train had
passed over the bridge from New-
port to Dundee, and at eight min-
utes past seven Barclay was sig-
nalled that the train from Edin-
burgh was coming up, while a mi-
nute or two afterwards it passed
him and went upon the bridge. He
had done all that was required of
him, and took no further notice of
its progress, but his companion,
Watt, looked out into the blackness
of the stormy night, and watched
the train till the moment when, with
fearful suddenness, destruction came
upon it. He saw the tail lights of
the train as they shot down like fall-
ing stars into the water. He saw a
shower of brilliant sparks—probably
the incandescent embers from the
funnel of the engine as it was whirl-
ed through the air—but not a sound
reached him. The shrieking and
howling of the gale drowned any
cries that may have been raised by
the passengers.

At the moment Watt could only
exclaim that something had broken
down, but the next instant the com-
munication was broken, and Bar-
clay knew that the terrible calamity
which his companion had hinted
had in reality occurred. The two
men went out of the cabin and
tried to get on the bridge, but the
hurricane was too strong for them
and fairly drove them back. They
then sought assistance at Newport,
and even on to Tayport, but found
the communications had all been
broken. In truth, the discovery of
the loss of the train had then been
made from the Dundee side, and
the terrible intelligence was convey-
ed to the authorities in Edin-

burgh, who were soon on their way
to the spot in a special train, and
who proceeded to the scene of the
catastrophe as rapidly as possible.
Their examination of the spot
brought to light what is believed
to be the cause of the disaster, which
may be stated briefly as follows:—

The pillars of the bridge are of
brick and stone from the base to
above high-water mark, after which,
so far at least as those in the centre
are concerned, tall latticed iron
columns rise and support the gir-
ders. On the lower part of it, at
each shore end, the train travels on
the top of these girders; but in the
middle, in order to get a greater
height for the passage of ships, the
rails are laid on the lower limb of
the girders, so that in fact the trains
run, or rather ran, in a species of
latticed cage. The cause of last
night's disaster is thus plain. At
the moment when the train entered
this cage there must have been a
terrible gust of wind straining the
girders to the utmost. The entrance
of the train virtually transformed
the open latticework into a closed
surface, offering a large area of re-
sistance to the wind, so that the
pressure upon the supports was en-
ormously increased—increased, in-
deed, to a point which the struc-
ture was unable to bear. The re-
sult seems to have been that one of
the supporting pillars gave way, and
the next instant the whole thir-
teen central girders went down like
a pack of cards into the water.

So far as is known the train had
got about the middle of the bridge
and was running upon the high gir-
ders which, it will be remembered,
were lashed overhead, forming, as it
were, a cage for the train. It is
thought it had got to the fourth
high girder when the vast fabric tot-
tered beneath its weight and fell,
with its load, into the water, which
at low tide is twenty-six feet deep,
the whole of the high girders, twelve
in number, went at once, and the
iron piers which supported them
had also snapped asunder, leaving
only the stone piers above high-
water.

Not a soul escaped. In a moment
the train and its living freight went
down into the estuary, and the peo-
ple must have been immediately
drowned. The driver of the train is
believed to have been David Mit-
chell, belonging to Dundee.

Great excitement prevailed at
Dundee. Friends and acquaintances
of the lost passengers who had rushed
down to the pier were carried
away fainting. A portion of a rail-
way carriage has been picked up in
the river by the steam yacht James
Coo, belonging to the North British
Railway Company, and mail bags
are reported at Broughty Sands.

I have just sailed in a steamer
across the scene of the disaster.
Among the passengers on board were
Sir Thomas Bouch, the designer of
the bridge; Mr. Walker, general
manager of the company; Mr.
MILN, and other directors.
In the course of the voyage from Tay-
port, which was accomplished in
rainy and brilliant moon-
light, we passed many portions of
wreckage, boards, sleepers, &c.,
drifting out to sea with the ebbing
tide, while some of the sailors
imagined that they also discerned
human bodies floating past. As we
approached the remains of the
bridge the extent of the terrible
catastrophe was only too visibly
realised. In the centre of the struc-
ture was an enormous gap, more
than half a mile in length, while at
intervals could be counted the re-
maining fragments of the piers which
had fallen. Sailing under the third
pier, still standing on the south
side of the river—recessed from the
north side, a little above the line
of the bridge. The part at
which the structure had snapped was
just at the junction of two girders
on the supporting pier; the break
was clean and sharp, and scarcely
a vestige of wreckage depended
from it. The remaining portion of
the first pillar in the fearful gap
appeared to have gone a short dis-
tance below the middle, and all the
others had evidently been carried
away bodily, scarcely anything
being left but the stone piers. The
twelve piers were each about 245 ft.
in length, so that their total length
was about 1,928 yards, while their
weight was something like 4,000
tons.

It appears that the train on leav-
ing Edinburgh consisted of six car-
riages. It is understood to have
carried about 200 passengers. Of
these a large number would, no
doubt, leave as the train passed
through the air—but not a sound
reached him. The shrieking and
howling of the gale drowned any
cries that may have been raised by
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Great excitement prevailed at
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away fainting. A portion of a rail-
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the river by the steam yacht James
Coo, belonging to the North British
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across the scene of the disaster.
Among the passengers on board were
Sir Thomas Bouch, the designer of
the bridge; Mr. Walker, general
manager of the company; Mr.
MILN, and other directors.
In the course of the voyage from Tay-
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tried to get on the bridge, but the
hurricane was too strong for them
and fairly drove them back. They
then sought assistance at Newport,
and even on to Tayport, but found
the communications had all been
broken. In truth, the discovery of
the loss of the train had then been
made from the Dundee side, and
the terrible intelligence was convey-
ed to the authorities in Edin-

burgh, who were soon on their way
to the spot in a special train, and
who proceeded to the scene of the
catastrophe as rapidly as possible.
Their examination of the spot
brought to light what is believed
to be the cause of the disaster, which
may be stated briefly as follows:—

The pillars of the bridge are of
brick and stone from the base to
above high-water mark, after which,
so far at least as those in the centre
are concerned, tall latticed iron
columns rise and support the gir-
ders. On the lower part of it, at
each shore end, the train travels on
the top of these girders; but in the
middle, in order to get a greater
height for the passage of ships, the
rails are laid on the lower limb of
the girders, so that in fact the trains
run, or rather ran, in a species of
latticed cage. The cause of last
night's disaster is thus plain. At
the moment when the train entered
this cage there must have been a
terrible gust of wind straining the
girders to the utmost. The entrance
of the train virtually transformed
the open latticework into a closed
surface, offering a large area of re-
sistance to the wind, so that the
pressure upon the supports was en-
ormously increased—increased, in-
deed, to a point which the struc-
ture was unable to bear. The re-
sult seems to have been that one of
the supporting pillars gave way, and
the next instant the whole thir-
teen central girders went down like
a pack of cards into the water.

So far as is known the train had
got about the middle of the bridge
and was running upon the high gir-
ders which, it will be remembered,
were lashed overhead, forming, as it
were, a cage for the train. It is
thought it had got to the fourth
high girder when the vast fabric tot-
tered beneath its weight and fell,
with its load, into the water, which
at low tide is twenty-six feet deep,
the whole of the high girders, twelve
in number, went at once, and the
iron piers which supported them
had also snapped asunder, leaving
only the stone piers above high-
water.

Not a soul escaped. In a moment
the train and its living freight went
down into the estuary, and the peo-
ple must have been immediately
drowned. The driver of the train is
believed to have been David Mit-
chell, belonging to Dundee.

Great excitement prevailed at
Dundee. Friends and acquaintances
of the lost passengers who had rushed
down to the pier were carried
away fainting. A portion of a rail-
way carriage has been picked up in
the river by the steam yacht James
Coo, belonging to the North British
Railway Company, and mail bags
are reported at Broughty Sands.

I have just sailed in a steamer
across the scene of the disaster.
Among the passengers on board were
Sir Thomas Bouch, the designer of
the bridge; Mr. Walker, general
manager of the company; Mr.
MILN, and other directors.
In the course of the voyage from Tay-
port, which was accomplished in
rainy and brilliant moon-
light, we passed many portions of
wreckage, boards, sleepers, &c.,
drifting out to sea with the ebbing
tide, while some of the sailors
imagined that they also discerned
human bodies floating past. As we
approached the remains of the
bridge the extent of the terrible
catastrophe was only too visibly
realised. In the centre of the struc-
ture was an enormous gap, more
than half a mile in length, while at
intervals could be counted the re-
maining fragments of the piers which
had fallen. Sailing under the third
pier, still standing on the south
side of the river—recessed from the

of being afforded
scale than in the
1847.
letter comes be-
help a movement
man in Buenos
his heart in the
report. Meanwhile,
the cause, we open
Irish Relief Fund
at this office, and
his wife.

Mr. Mails.

Mr. Nestorian has
on, bringing us
of the terrible
trophe, which we
the other news is
ever, we give the
Jan. 1st '80.

Telegraphed yester-
day the report of
the 26th ult. On
heavy fall of snow
of the enemy,
magazine had been
a telegraph line,
greatly destroyed
is being repaired.
report of the 21st,
the side of the Bri-
tish and the Ameri-
can killed or dead of
thirteen officers
killed.

Friday's date from
announces that
was re-occupied. A
day for Kohistani
the, the Kohistani

rd has received a
British consul at
the military com-
made the apology
in the Valt and con-
had never made
expressions towards

Mr. Pasha has issued
the inhabitants of
the informing them
districts now belong

telegram received
from Cettinje,
Montenegro has in-
that in the face
of the Porte
assault, he has de-
accordance with

be given to
Chargé d'Affaires
by his Govern-
Sir A. H. L. L. L.
respecting the
de transmitters.

on board H.M.
at H.M.A. yes-
day.

the Gazette de
the workmen in the
of the St. George
distinctly leave the
in the, Southern
the two galleries
40 metres still re-
gion.

estimated extent
is done by a fire
Boston on Sunday.
was yesterday wait-
on Castle by a de-
address in ce-
centennial birthday.
Adams spoke at
to foreign policy of
a positive condem-
he would have
result of the coming

as sent Major-Gen-
Major Mar-
Major Trade Rail-
to ascertain what par-
be obtained with
by Bridge accident,
quity will be held
possible delay. A
received yesterday
North British Rail-
the general manager,
and ascertained the
who have perished
uty-fire, including
charges of the train.
yesterday receiv-
in House, a de-puta-
on the subject of
of the City, and of
of their trade.

IS DEPARTURE.
by Mr John Dillon,
Parnell, M.P., let
yesterday morn-
steamer Scythia.
the Cork Farmers'
Mr Parnell, on
on behalf of the
of Ireland.

who was warmly re-
preliminary opin-
I hope to be send-
to this suffer-
I hope that one of
my visit will be to
of the Ameri-
towards
at just as America,
days, was the first
to our starving
of Yes, but it was
showing. Stores to
will now have the
of being the first
people of the West
ers, and a voice
clarity. My friend
want charity. We
and the sympathy
served from America

is of a known and generous nature
that a noble people like the Irish
may well feel proud to receive. Our
countrymen in America look back
here, and they feel just as ever the
same warm affection for their own
dear Ireland as they did when they
were forced to leave her. (Cheers.)
We have every day telegrams of the
great movement that is progressing
on the other side of the water. In
all the vast cities of America the
people are already organising and
forming themselves for the purpose
of sending this country practical as-
sistance, and I only wish that some
abler and more eloquent and more
talented exponent of the rights of
Ireland could have gone—(no, no)—
but I can only say for myself that I
shall endeavour, in my humble way,
to put the Irish cause truly before
the American people, and I feel as-
sured that the people, when they
know the truth, will be, as they al-
ways have been, generous and sym-
pathetic towards us. (Cheers.)

Mr W. H. O'Sullivan, M.P., said
their distinguished countryman
would not be ashamed to let Ameri-
cans know the condition of Ireland,
and to plead the cause of Ireland.
Mr O. G. Doran—We are not send-
ing him as a beggar.
Mr O'Sullivan—Ireland asks for
nothing but what is her right.
Mr Doran—But you will not get
it at St. Stephen's.
Mr O'Sullivan—We want our rights.
We want not to beg, and we want
the American people to know the
condition of the country, and we
want to obtain assistance. I believe
in St. Stephen's we will be able to
obtain our rights if we send proper
representatives there. (Cheers, and
'No, no.') We can fight them con-
stitutionally by means of the ballot
in the house of Commons. Mr O'Sul-
livan concluded by saying that the
man who attempted to cause dissen-
sion was not a friend of the country.

THE GENERAL BROWN CLUB.
The meeting held by the members
of this club, on Sunday last, at
the Victoria Theatre, was very
largely attended. The proceedings
began about two o'clock, Mr. Ed-
ward Murphy taking the chair, and
explaining in a short pithy speech
the objects of the meeting, viz., to
frame the Club's list of candidates
for return to the National Chamber
of Deputies.

Mr. Davis, the Hon. Secretary of
the Club, then addressed the meet-
ing in his usual forcible style, being
much applauded on resuming his
seat.
Messrs. Jose Hernandez, Salvador
Negretto and Alberto Ugaldé also
spoke.
A new list of names for candi-
dates was then read to the meeting
by the Secretary, and the Chairman
named a committee of five gentlemen
to draw up from the names present-
ed a list which the Club would sup-
port at the coming election of De-
puties to Congress.

Dr. Centeno, one of the Com-
mittee, suggested that the name of
Dr. Bernard Irigoyen should be in-
cluded in the list, a proposal which
was received with vociferous accla-
mation.
The Committee then held a "cuarto
intermedio," and presented the fol-
lowing lists:—

For Four Years.
Felix Frias, S. Uzuze, Luis S.
Peña, L. V. Lopez, P. Goyena, John
Dillon, sen., Bernard Irigoyen, Chas.
Davis, Joseph Hernandez, Anthony
Malaver, Michael Cane and Joseph
P. Guerrero.

For Two Years.
Mannuel Arauz and Francis Ma-
dero.

The announcement of these names
was received with frenzied enthu-
siasm by the meeting, and the cheer-
ing could be heard in Plaza Victo-
ria. The meeting then broke up,
amidst frantic cheers for the popu-
lar champion of the integrity of the
National territory and for the Gen-
eral Brown Club.

A difficulty, which created a tem-
porary unpleasantness, arose at the
door between Mr. Charles Cassa-
fouth and Hortensius Miguens, but
the interference of mutual friends
proved sufficient to surmount it.

EDITOR'S TABLE.
The steamer Nestorian, of the Al-
lan Line, brings dates to January
1st. A full account of the appalling
disaster on the Tay Bridge will be
found in another column. It is the
most awful thing we have ever read
of the hurricane swept away half a
mile of the bridge at the moment
the train was crossing it, and down
it went, with every one in it, into the
raging waters, the fall being fully
100 feet! Not a soul escaped. Next
morning some few corpses were
washed on shore, but most of them
remained locked in the carriages,
and divers had to be sent down to
set them free.

The Provincias are getting ahead
of Buenos Ayres in some respects.
The mails from the Interior report
that Mr. Gernese's sugar factory in
Santiago del Estero is now lighted
with electric candles. Here in B.
Ayres we still stick to gas, ker-
sene, short sixes and long four-
sevens, and have not even tried an ex-
periment with the Electric Light.
This stick in the mud tendency is
hardly the thing for the Quien Pro-
vince.

The meeting of the General
Brown Club on Sunday passed off
well, in spite of some little excite-
ment amongst a few of those pre-
sent. We observe with much plea-
sure that the Club has included the
name of Dr. Bernard Irigoyen in its
list of candidates.

There is much fuss going on about
the alleged conspiracy at the Tigre.
The Juez de Paz says it's all an
invention, but some of the papers
publish the evidence of one of the
sailors whom it was sought to bribe,
and it looks unpleasantly conclu-
sive.

Sunday was a glorious day, and
the festivities at Moron, Flores, Lo-
mas and San Fernando were largely
attended by city visitors. The Tiro
National people had their usual field-
day at Palermo, learning how to vote
at the coming elections, which are
drawing rather close now.

Juan Moreira, the title of the
"feuilleton" of M. Gutierrez, pub-
lished in the *Patria Argentina*, is
calling much attention, and we hear
of good authority that Mr. Charles
Witte has applied to the author for
permission to translate it into the
language of De Ruyter and the
Zuider Zee. Mr. Witte enjoys an en-
viable reputation as author, both in
Holland and on the banks of the
Scheldt.

The Colon performance for the
benefit of the inundated in Murcia
was a big success. As usual Mdlles.
Yernell and Leuters were the
brightest stars in the musical fir-
mament. Many wept when Mdlle.
Yernell sang the pathetic "Pours
inondés, s'il vous plait;" the ta-
lentful actress displayed as much
feeling in this part as she does in
lighter pieces like the *Belle Helene*,
when she condescends with the dis-
consolate Menelaus, after his imprudent
return from Crete.

At last there is a move to pre-
pare for Carnival. The residents
of Calle Rivadavia, between the
Plazas Victoria and Lorea, intend to
decorate that street, and have
named a Committee for the purpose.
In general, however, there is a
"confound Carnival!" feeling
amongst the public, and it promises
to be very dull.

A truly awful affair happened on
the Palermo Road on Saturday. Two
parties were riding along when one
proposed a race, and they started.
While at full stretch one horse
swerved and ran at full speed against
an iron lamp post. The rider's chest
was stove in and every rib in his
body smashed, death being instan-
taneous, and the lamp post was
broken in three places. This terrible
affair caused much sensation in the
neighbourhood.

It is said that Mr. Fabian Gomez,
the Argentine millionaire, who is
about to return to Europe, will come
back next year with a large colony
of Spaniards, whom he is about to
settle on 50 leagues of his camp; he
will also bring out a large stock of
thoroughbred cows, horses and sheep
of the finest breeds in Europe. This
Mammoth farm will leave anything
in the United States completely in
the shade. Might not other large
land owners find it advantageous to
imitate Mr. Gomez?

The telegram from Europe an-
nouncing that the German army is
to be largely increased is looked on
as another hint from Prince Bis-
marck to Russia, and unpleasantly
suggestive of war in the coming
Spring. Germany's military ma-
chinery is so perfect that she can
effect in a few months an increase
in her army which it would take
other Powers years to accomplish.

A camp friend sent us yesterday
a prediction (based on what we
know) that this year of grace
1880 will be a wonderfully prospe-
rious one for the sheepfarmer. We
hope he may prove a true prophet.
He would much increase the obliga-
tion by telling us what the year has
in store for newspapers.

On Wednesday there will be a
grand "picnic" at Madame Calzet-
ta's Island, at Carapachay, given
by the parish priest of Las Conchas
to the Archbishop. It promises to
be a splendid affair. On Sunday
the Island was thronged all day,
and at midnight a gay German
party roved up and passed the
night in what Goldsmith would
term "the dear lonely bowers of in-
nocence and ease."

The Chief of Police put his veto on
the public meeting which the ne-
groes of the city intended to hold
yesterday in Plaza Lorea, to thank
the newspapers for espousing their
cause against the masquerade ball
expresarios. Some of our colleagues
expressed much indignation at their
sable subscribers being treated in
this way.

A jealous grocer, residing in Calle
Zaballu, stabbed his wife badly and
cut one hand off his eldest daughter
who went to help her, on Saturday,
whilst under the influence of a green-
eyed fit. The Police secured him.

The telegrams from the West
Coast say that the Peruvians have
despatched a privateer from Callao.
A few very swift steamers with let-
ters of marque might make it very
unpleasant indeed for the Chileans,
in spite of their navy. The Perui-
vians do not appear to have the
slightest intention of throwing up
the sponge just yet—on the con-
trary, they throw up the "poncho."

The most distressing intelligence
has been received from the Uru-
guayan mines. Some of the miners have
left the place in disgust and return-
ed to Montevideo; one of them says
that, in the five months' hard work
they had up there they did not so

as much gold as would make half a
sovereign. Is this going to be an-
other Maracay and Amambay busi-
ness? It looks rather like it. In
addition to the absence of gold,
the presence of a new disease, in which
the stomach swells to a size that the
strongest Holman Pad ever made
could not keep down, has frightened
not only the miners but the settlers
about the place, and many have left.

The Algeria Theatre is the nicest
place in town to enjoy a masquerade
ball. No "can-caning," but graceful
"boleros" and other Spanish dances
which are a relief from eternal qua-
drells, valses and polkas.

The *Operaria* reports a terrible
affair at the Chacarita camp, where
an Indian soldier killed his officer,
and a drum-head court martial sen-
tenced him to be shot at daylight
on Sunday morning. Our colleague
does not say whether the sentence
was to be carried out or not.

The Montevideo papers report a
terrible hub-bub down there in the
most distinguished circles owing to
the sudden disappearance of the
Treasurer of a charitable institution,
a member of a highly respectable
family. The amount is said to be
70,000 pata.

We perceive that the Italian resi-
dents are about to organise a Relief
Fund to meet the great distress
which reigns at present in almost
every district in Italy. Everything
the Italians here undertake proves a
brilliant success, owing to their pa-
triotic and truly admirable spirit
of unity.

NORTHERN RAILWAY SCANDAL.
To the Editor of the Standard.
Sir,
Please publish that the 12.30 train
on Sunday started at 1.10, and the
boletina could not sell tickets for
the train of 1.5 because the 12.30
train did not leave until 1.10.
Result:—Several watches stolen,
great squeeze and great indigna-
tion.

Every one asked "Where is Mr.
Abrattree?"
Yours respectfully,
A Subscriber.
B. Ayres, Jan. 26th, 1880.

VALUE OF PAPER-MONEY.
Finance Department, Jan. 24th.
Until the evening of 24th January the rate
shall be:
2475 cents Prov. Bank m/c. 15 gold.
A.M. LARREA.

ON 'CHANGE.
January 25th, 1880.
Falcóns 31.65 paper.
Refund Notes 80
Cedulas A 80
Cedulas B 80
"D 70
Treasury Bonds 75
Nat. Bank Shares 60
Nat. Bank Notes 30.70
Bancos 80
Bonds and Prizes 70
Municipal Bonds 1870-81
of 1874 81
Imprestos Populares Par
Old Gas Co. 95 premium
Belgrano Railway 60 1/2
National Bonds 1876, 60 1/2

The wheat has opened on a falling gold
market; prices began at 31.70, and closed at
31.65, and for Feb. 31.55. The total sales of
the day only amounted to 232,000 pata.
Cedulas ruled firm and advanced 1/2, closing
dearer for cash than for the end of the month
which shows how the market stands. Treasury
Bills dropped to 75 1/2, being a fall of 1/2, and
Nat. Bank Shares weak at 69 1/2.

Exchange closed to-day at Saturday's
quotations for Cotopaxi's mails.
The meeting of shareholders of the National
Bank held to-day was very largely attended,
Dr. Pacheco in the chair; the report was printed
in pamphlet form and given round and un-
animously adopted; the reading of the report
caused a favourable impression. Mr. Carralero
rose and called attention to many false items
in the balance sheet and hoped that the Com-
mittee accounts would inquire into certain
items. Mr. Carralero attacked very bitterly
Mr. Gomez, but his remarks found no echo,
and Dr. Pacheco, the President, replied in a
powerful speech refuting the charges against
the balance sheet and Mr. Gomez, the meeting
then proceeded to vote and the following list
was carried by a most sweeping majority:—

Directors—
Sr. D. Juan Drysdale
Sr. D. Salvador G. Gomez
Supplents—
Sr. D. Alejandro Ocampo
Sr. Emilio Olaso
Comision Examinadora de Cuentas—
Sr. D. Angel M. Rodriguez
" Gregorio Torres
" Ignacio Firmin.

The profits of the Bank for the year are:—
Gold \$125,544.04
Forces \$117,128.39
The Directors declared a dividend for last half
year of 1879, of two pata per share, which
with 3 pata for previous share makes a pata
per share of 60 pata according to market
quotation. Mr. Delfonso Medina made a
brilliant speech defending Mr. Gomez and the
Bank, which was much applauded, and a vote
of confidence in the President and in the board
was passed. The reserve fund of the Bank
now stands at 441,000 pata, half gold and half
forces; the state of the Bank was never
more flourishing.

The foot tide at the Tigre this morning was
the tide of the Bolas; the river came up to the
hall do steps of the Retreat, and all the
streets and roads were covered with water;
brokers and merchants going about since day-
light in canoes.

At John E. Turner's lumber yard, Boca,
they are discharging two large schooners of
posts and one of wire. The flood tide at the
Boca this morning was splendid, water every-
where.

The R.M.S. Guadalupe has made a fine run
out. She left Boca on 7th January, and ran
to Montevideo in 18 days; one of the quickest
passages made. This shows that our Monte-
video Street friends are alive to the importance
of turning over a new leaf, thus affording to
the public evidence that their steamers are
not such slow boats, but as fast as any plying
with the Plata. All that is required now is to
place the Royal Mail in its former splendid
position is to put on two steamers a month.

Mr. Keyser, who has just returned from the
States, was welcomed on 'Change. He has
brought with him articles of the greatest
novelty.

Another telegram from Antwerp was re-
ceived to-day; it will be found in another
column. Many of these telegrams are of
conflicting terms. Spite of the unfavorable
tone of to-day's message the wool market ruled
very active this morning, and splendid prices
paid.

The gold sales were:—
For cash 45,550 31.70-55-70-65
For Jan. 27th 10,000 31.70
For Jan. 31st 9,000 31.75
For Feb. 29th 81,000 31.85-55-55
Sales 232,500.

Cedulas—
For cash 11,300 at 82 1/2-1
For Jan. 31st 78,000 82 1/2-1
For Feb. 29th 16,000 82
For March 31st 20,000 82
Treasury Bonds—
For cash 6,000 at 75 1/2-1
National Bank Shares—
For cash 14 shares at 59 1/2
For Feb. 29th 300 shares at 60 1/2
At afterwards 40,000 pata sold for end of
month at 31.75.

Exchange 300,000 francs on Antwerp and
France at 5.24.
Mr. Green engaged to-day for the Guadalupe
1,100 bales and has already engaged 5,500
aided hides.

The Hevelius leaves on 1st for Antwerp
and Liverpool carrying the Belgian mails.
British brig Gomez de Castro to load off
at Fray Bentos for Rio at 4 1/2 and 5 1/2.
Mr. Green charter d the Norwegian brigantine
Framyara to load in the Boca at barracks
de Pata bone mail in bags for London direct
at 24 and 5 per cent.

Yesterday a leading German house received
telegrams announcing that the Antwerp auc-
tion on Saturday proceeded well with firm
prices.
Mr. Casey sold the following wool—
1500 arr. wool 4 1/2
1700 do 97
1100 do 124
300 bales 110

Thomas Kenny's from Navarre, sold to Don
Francisco, most recent of Llyos, at \$16 and
assigned to E. Casey.
The Nestorian brought to E. Barthold, Mon-
tevideo, 5,550 pata gold.
The market circulars of Messrs. Gandolfi &
Mos and J. Rans & Pleters are given
round to-day.

Mr. Hoss's live cattle circular will be out to-
morrow.
At the South Market were sold 460 faggos
wheat at 178, 180, 185, 250 lbs. nutria skins
at \$1 1/2.
The Custom House receipts to-day were
41,190 pata.

At afterwards the following sales:—
Gold—
For cash 5,000 31.70
For Jan. 31 10,000 31.75
For Feb. 29 81,000 31.85
At 5 p.m. Market closed at 31.75 sellers
and buyers at 31.70 for cash, and for end of
month sellers at 31.80 and buyers at 31.75.

Cedulas A—
For cash 5,000 82 1/2
For Jan. 31 10,000 82 1/2
Treasury Bonds—
For cash 4,000 at 75 1/2
At the South Market the arrivals by rail
and cart to-day were 32,000 arr. wool, 150 fan
wheat, 500 fan. matas in cob, and other
products.

The sales were:—
Wool—2500 arr. accord. to class, Trellis 110,
102, 91, 82
4500 do, Ballico 115, 109, 104,
and 92
1000 good, Boer 108
800 Arias 118, 103
2000 faggos, Nasar 107, 108
800 regular, Chapar 95, 97
1200 C.R. 106, 113
900 defectiva, Bonifacio 92
1000 Rosquillas 110, 90
3000 Lanas 90
800 faggos, N. 112
500 Robbio, 103
700 defectiva, Serantes 93
1800 by various, reserved
500 good, Soriano 109
1000 borras, Ymas 109
200 do, Kony 115
21,700 arr.

Sheepskins—500 doz. matadero at 20-24 ris,
camp consum at 27-29 ris, desechos and
corderones 22-24 ris.
Pelados—Mat. 800
Carnam 370-80
Epidemia 370-40
Corderos—132 doz. \$104-11 al barrer.
Cow Hides—192 camp and matadero by
various at 365-210, Becerra at 175. Nonatos
at 100, 110 from depts, desechos, at 185.
1000 do, regular, at 210, 1150 becerra from
deposit at 183, 2100 nonatos do at 110.
Heros Hides—121 camp at 38-40
Nutria—1,000 lbs at 41
Hides—500 from South at \$150 to 165.
Tallow—3000 do, camp, at 45. One
tercerola at 42
Wheat—715 fan. Costa, new, at 185, 188
180, 216. Salado 178.
Barley—50 fan. new at 67.
Maize—440 fan. morcho, in cob, at 91-95
At the Plaza Once about 250 waggon in
with produce and cereals.
About 9,670 arr. wool sold.
The sales were:—
Wool—2500 arr. Bayeto, 85, 88, 90, 92
1200 Robbio, 88, 92
1500 Casey, 124
300 Casey, 110
400 do
1150 Ojes, 122
500 do, 89, 85, 93
90 Ojes, 210
9,670 arr.

Cow Hides—Lots by various at 200-205.
Sheepskins—Camp and matadero by various
at 25-30 ris. Desechos 21-23 ris. Corderos
at \$104
Hides—At 32-36
Wheat—Costa in lots at 135, 140, 160, 165,
160, 163, 180. About 700 fan sold.
Maize—120 fan. shell at 83
Hides—300 fan. at \$148
Turnip Seed—At 35-50
Beans—At \$18-20 qd. at the mill.
Flour—At 10-12 3/4 per arr.

The following were the quotations of Argen-
tine stocks on Dec. 31st 1879:—
Argentine 9/1899 92.93
Public Works 87.84
Haciendas 85.63
B. Aires 1870 35.87
Do 1873 84.80
Chiliana 1869 97.99
Uruguay 30-31 1/2

The Nestorian's sailing brings us the following
respecting the effect of the Tay Bridge disaster
on the London stock exchange—
"The Tay Bridge catastrophe had a disas-
trous effect on North British stock, but did not
affect any of the others, which were supported
by the favorable news from India and
most satisfactory traffic returns from the
Brighton and South Eastern companies. The
speculation for the rise still preponderates, as

the 'continuation' rates to-day showed about
100 pata per cent. arrived from the States.
This is less than what was paid a month
ago, as a good many of the weaker operators
have, in the interim, closed their transactions.
Meanwhile, speculators for the full have suffer-
ed so severely for months past by the 'successive
failure of all the pessimist anticipations heard-
ed that they are reluctant to sell at a time when
the public are accustomed to purchase for the
next dividend. The principal improvement
to-day was in Calcutta, which rose about 4
pata, on the calculation that the line has most
profit by the blow which has fallen upon
its rival for the northern traffic and the
next was North Eastern, Great
Western, Midland and the southern lines. The
fall in North British, had the dimensions of a
collapse. The stock closed on Saturday at 78 1/2,
and was dealt in to-day at various prices ranging
from 74 1/2 down to 68 1/2, closing at 69 1/2. Thus the
loss was about 9 pata per cent. on the Edinburgh
and Glasgow it was 6. On the ordinary capital
this is equal to a depreciation of £500,000;
and as the widest estimate of the cost to the
company for damage to the bridge, ruined
rolling stock, and interrupted traffic does not
exceed half that sum, the extent to which
mere panic exaggerates at such times may be
seen at a glance. The depreciation, indeed, is
much greater than the Preference shares, whose
whose interest is supposed to be in danger,
have also fallen heavily. American and Cana-
dian railroads were in demand at a decided ad-
vance, Atlantic and Great Western and Grand
Trunk being first favorites.

"Telegraph shares were inspired for at an
improvement.
"About 55,000 sovereigns were taken from
the Bank for South America.
"The Bank has arrived from the West Indies
with 273,000, of which \$150,000 is in Mexican
dollars, \$28,000 in bar silver, and \$43,000 in
gold. The Bank is expected to South America
about the 5th prox. with \$15,723 in specie
from Shanghai and Bombay. The Bank has
left Melbourne for Galia with 20,000 ounces
of gold, worth \$280,000, making the total on
the way to England by two steamers from
Australia only \$176,000.

The charges of the Cotopaxi was the business
of the day; the mail was one of the
heaviest ever despatched; luckily the weather
was fine and the passengers had a good weather
to go off.

The following is a list of the Jury named by
the Government to try patients' appeals; the
Jury now begins to sit and have appeal till
20th March:—
Catedral al Sur—Luis Quesada
Catedral al Norte—Juan J. Alfaro
Cotopaxi—Felix Confor
Monera—A. Masot
San Telmo—Mariano Percey
Santa Lucia—Santiago Calacilla
San Juan Evangelista—J. Ant. Gonzalez
San Cristobal—Francisco Guzman
Palanca—Adolfo G. Salas
Piedad—Arturo Z. de
San Nicolas—Manuel Maldonado
Socorro—Gabriel Ocampo
Villa—Alejandro Ojeda
San Miguel—Luis C. Chab (hijo)

On the 1st Feb. Don Gregorio Torres com-
mences as prosecutor to the Fleet and Capitan-
tania; rather an important contest.
We learn from one of the Directors of the
Western Railway that the branch to San An-
tonio de Arco will be finished shortly and at
once opened to the public.

The *Nacion* publishes the important decree
of the Supreme Court on the question between
the Executive and the Legislature on the point
of naming the Justices of the Peace, as a mat-
ter of course the Court has decided the point
in favor of the Government. If the Governor
could not name his own Justices of the Peace
in the course he might as well shut up the
Government House in Calle Moron.

The Russian colony at Alvaré seems to
thrive spite of all that has been said against
the poor Russians; 6,000 arr. of flour from that
colony sold at arrival.
Mr. N. Concha has been named by the Na-
tional Bank to the post of manager of the
branch at S. Lita.

Our special Bona reporter gives the follow-
ing:—
"Russian barque Urho, Captain Ekland,
entered to load mixed cargo of furs, rags and
tallow.
"The Norwegian vessel chartered to load
tallow in Baranca is the Varen.
"The Swedish barque fugueberg cleared by
Croce and Pezzani for Plymouth with:—
620 pipes tallow
150 half-pipes tallow
27,000 horns

The Spanish barque Guisla cleared for Bar-
celona by Cilia with:—
15,487 dry hides
80 pipes hides
100 half-pipes tallow
6 bales skins

The Nestorian, as we announced last month
has brought 250,000 arr. to the Plaza
Boca, which she landed at Montevideo. She
has brought dates to Jan. 1st, 1880, being the
first of all our steamers to bring to us European
papers printed this year; we salute Captain
Stephens, who brings his steamer up to-night.
We are much indebted to Mr. Maclean, pres-
ent of the Nestorian, for very late papers from
London and Paris to Jan.

